

The Hongkong Telegraph.

No. 19.

MONDAY, FEBRUARY 13, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

NOTICE.

THE MAN-ON INSURANCE COMPANY, LIMITED.
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE-TRANSPORTS.
SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [4]

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and Accumulations, and April, 1881.....Tls. 938,936.17

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., Wm. MEYER, Esq.
J. H. PINCKVOSSE, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co. Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for interest on shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 23rd January, 1882. [53]

To be Let.

TO LET.

No. 4, OLD BAILEY STREET.
"KURRAHJAN," No. 10, ALBANY
OFFICES IN No. 13, QUEEN'S ROAD CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 28th January, 1882. [74]

TO LET.

A LARGE GRANITE GODOWN, in "BLUE BUILDINGS," Praya East, with immediate possession.
Apply to
J. M. GUEDES.
33, WELLINGTON STREET.
Hongkong, 19th January, 1882. [49]

For Sale.

A FONG, PHOTOGRAPHER,
HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.
Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other styles of Portraits at equally moderate prices executed under the supervision and management of
D. K. GRIFFITH,
Studio 8, Queen's-road.

[13] **E. C. A. SILVA AND CO.,**
QUEEN'S ROAD.

HAVE JUST RECEIVED

EX FRENCH MAIL STEAMER "DJEMNAH," MALAGA FRESH GRAPES, GENTLEMEN'S ready-made OVERCOATS, Embroidered and Fine White LACE, BALL HANDKERCHIEFS, Ladies' and Gents' White Trained Skirts for BALL DRESSES, White Kid Gloves, Embroidered and Fancy FANS.

Great Variety in ORIZA PERFUME TOILET REQUISITES, comprising—ORIZA NEW MOWN HAY, ORIZA OPOPONAX BOUQUET, ORIZA WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS, ORIZA ESS, HELIOTROPE, &c., &c.

ORIZA POWDER, ORIZA DENTIFRICE, ORIZA SOAP, ORIZA HAIR OIL. &c., &c.

E. C. A. SILVA & Co.
Hongkong, 23rd November, 1881. [9]

FOR SALE.

COCKBURN'S OLD PORT.
GUEDES' LISBON OLD PORT, A VERY RARE WINE.

St. MARCEAUX CHAMPAGNE, IN PINTS AND QUARTS.

L. T. PIVERS' SUPERIOR TOILET SOAP.

F. D. GUEDES,
33, WELLINGTON STREET.
Hongkong, February 8, 1882. [100]

FOR SALE.

AUSTRALIAN WINES, PORT & SHERRY, of the finest quality, from Coolatta Vineyard, Braxton, Hunter River, N.S.W.
Apply to
R. FRASER-SMITH,
No. 6, Peddar's Hill.

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX "PEHO,"
A SPLENDID ASSORTMENT OF
FANCY GOODS.

FANCY PLAYING CARDS.

CRACKERS.

BOXBOYS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENIER.

FIGS.

MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES

(in Bottles and Tins).

STIRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.

ALMONDS and NUTS.

VANILLA.

PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI (in Tins).

RIS DE VEAU (in Tins).

FRICANDAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil.

CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted).

LYONS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and 2 lbs. Tins).

MACCARONI, (Assorted) Paste for Soups, Letters, stars, &c.

TAPIOCA.

FINE-GROUND MOCHA COFFEE.

CHEESE.

GRUYERE.

ROQUEFORT.

DUTCH.

CALIFORNIA.

CREAM.

FRENCH TOBACCO AND CIGARETTES.

ASSORTED PERFUMERY FROM

PIAUD AND PIVERT OF PARIS.

A large quantity of

FRENCH MINERAL WATERS

in Pints of 100 bottles per Case.

CORK STOPPERS,

for Soda and other Bottles.

CLARETS

In Bottles and Wood.

CHATEAU LAROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

ST. EMILION.

MEDOC.

WINE S.

SAUTERNE.

PORTO.

SHERRY.

MARSALA.

D R A N D Y.

FRENCH COGNAC.

ABSINTHE.

L I Q U E U R S.

CHARTREUSE (Pints and Quarts).

BENEDICTINE (Pints and Quarts).

MARASCHINO.

CURACAO.

ANISETTE (Marie Brigard).

ANGOSTURA BITTERS.

DOKE'S BITTERS.

KIRSCHWASSER.

PEPPERMINT.

VERMOUTH (Nolly Prat).

VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1881. [17]

Intimations.

HONGKONG RACES—HONGKONG RACES.

T. N. DRISCOLL,
TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.

No. 6, QUEEN'S ROAD CENTRAL.

By Special Appointment to H.E. the GOVERNOR of HONGKONG

and to
H.H.H. the GRAND DUKE ALEXIS of RUSSIA.

Is now showing, EX "GLENROY,"
A SPLENDID ASSORTMENT OF BLACK AND BLUE FRENCH COATINGS.

A CHOICE LOT OF SUITINGS and TROUSERS, IN FRENCH, WEST OF ENGLAND, SCOTCH, CHEVIOT, and SAXONY TWEEDS.

WHITE CASSIMERES, for RACING BREECHES.

BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.

DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.

R A C I N G S C A R V E S, &c., &c., &c. [14]

ED. CHASTEL & CO.,

WINE MERCHANTS.

MARINE HOUSE, 15, QUEEN'S ROAD.

HAVE for sale, ex recent arrivals, Light Breakfast CLARETS in Quarts and Pints. After Dinner CLARETS in Quarts and Pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c., &c.

DE ST. MARCEAUX & Co.'s CHAMPAGNE in Quarts, Pints and Half-Pints.

CLARET IN WOOD.

CHARTREUSE, CURACAO, MARASCHINO.

PRICE LIST ON APPLICATION. [27]

KELLY & WALSH

HAVE JUST RECEIVED, AND HAVE NOW FOR SALE,

PRICE \$1.50,

THE NAUTICAL POCKET MANUAL FOR 1882.

Containing List of Lights, Buoys, and Beacons on the Coast of China and Japan; Shanghai Tide Table, Customs Signals, and a mass information indispensable to Captains and Officers of Vessels trading between Hongkong, Shanghai, and the Northern Ports.

New Cabinet Photographs of Beauties. New Silk Woven Pictures, representing Sporting Scenes.

New Scraps for Screens and Scrap Books.

New French Novels, including Daudet's "Nana," Rougemont, and works by Hector Malot, Xavier de Montepin, &c.

VALENTINES. VALENTINES. VALENTINES. VALENTINES.

KELLY & WALSH—HONGKONG. [1]

ROSE & CO.,

31 AND 33, QUEEN'S ROAD CENTRAL.

GENERAL DRAPERY DEPARTMENT

LONG CLOTHS and FLANNELS.

TABLES LINEN and IRISH LINENS. GENERAL HOUSEHOLD LINENS.

SHEETINGS, BLANKETS, &c., &c.

FANCY DRESS AND SILK DEPARTMENTS.

PLAIN and FANCY DRESS GOODS.

COLOURED and BLACK SILKS.

FANCY BROCADED SILKS (PARISIAN).

ALL WOOL SERGES, &c., &c., &c.

SILK VELVETS and VELVETEENS.

FASHIONABLE STRIPED SILK VELVETS.

FASHIONABLE EMBOSSED SILK VELVETS.

FASHIONABLE EMBOSSED VELVETEENS.

FANCY LACE GOODS IN FISHES, COLLARITIES, AND SETS OF COLLARS and CUFFS.

Ribbons, Flowers, Feathers, Real and Imitation Laces, Sunshades, Umbrellas, Corsets, Ladies' and Children's Boots and Shoes, Ladies' and Children's Underclothing, Fancy Wool and Crewel Work, Fancy Goods. Chemise and Beaded Fringes, Spanish and Beaded Black Laces, Hosiery Gloves, &c., &c., &c.

Also, GENTLEMEN'S

Shirts, Collars, Scarves, Handkerchiefs, Half Hose, Undershirts, Drawers, Solitaires and studs, and an indescribable number of Miscellaneous Goods.

Address—

ROSE AND COMPANY,

31 AND 33, QUEEN'S ROAD.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

BEG TO ANNOUNCE THAT THEY INTEND HAVING

THEIR GREAT CLEARANCE SALE

DURING

THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, January 30th, 1882. [79]

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS,

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7-30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

C. L. THEVENIN

COMMISSION AGENT,

WINE & SPIRIT MERCHANT.

CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, LIQUEURS,

WHISKY, &c., &c.

FRENCH BOOTS and SHOES,

FOR LADIES and GENTLEMEN.

HONGKONG HOTEL BUILDING. [26]

WILLIAM SCHMIDT & CO.

GUNMAKERS and AMUNITION DEALERS,

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [28]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on WEDNESDAY, 1st March, 1882, at THREE P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to 31st December, 1881.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th instant to the 1st prox. inclusive.

By Order of the Board of Directors,
R. COOKE,
Acting Secretary.

Hongkong, 13th February, 1882. [111]

NOTICE.

TENDERS are INVITED for the PURCHASE of 142 HONGKONG HOTEL SHARES, the Property of the HONGKONG HOTEL COMPANY, LIMITED.

Applications to be sent to the Undersigned until ONE O'CLOCK P.M. on the 28th February, 1882.

Offers under Par will not be entertained.

By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary of the Hongkong Hotel Company, Limited.

Hongkong, 9th February, 1882. [103]

NOTICE TO SHAREHOLDERS.

The THIRTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, No. 7, Queen's Road, at Half-past THREE O'CLOCK, in the Afternoon of TUESDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1881, the Report of the General Managers, and to Elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong Fire Insurance Co., Limited.
Hongkong, 9th February, 1882. [101]

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong Fire Insurance Co., Limited.
Hongkong, 9th February, 1882. [102]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The THIRTIETH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, 39, Queen's Road, Victoria, at THREE O'CLOCK in the Afternoon of WEDNESDAY, the 22nd February instant, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1881.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 22nd inst., both days inclusive.

By Order,
A. G. STOKES,
Acting Secretary.

Hongkong, 4th February, 1882. [90]

HONGKONG FLOWER SHOW.

THE TENTH ANNUAL EXHIBITION will be held in the BOTANIC GARDENS on TUESDAY and WEDNESDAY, the 14th and 15th February.

A POULTRY SHOW will be held in connection with Flower Show.

The Gates will be opened at Two P.M. on each day.

ADMISSION.—First Day, \$1; Second Day, 20 Cents.

Intending Exhibitors are particularly requested to send POT PLANTS and POULTRY early on the 13th instant, and VEGETABLES and CUT FLOWERS, as early as possible on the morning of the 14th instant; and also to give at least THREE DAYS' NOTICE of the classes in which they intend to exhibit.

Poultry to be attended to during their stay in the Show by Exhibitor's Assistants.

Schedules of Rules and Prizes to be had from the Hon. Secretary.

Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND

Manufacturers of the following
AERATED WATERS,
viz:

SODA, TONIC, SARSAPARILLA,

AND POTASH, LEMONADE,

GINGERALE, RASPBERRYADE,

AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,

HONGKONG.

SHANGHAI PHARMACY,

SHANGHAI.

CANTON DISPENSARY,

CANTON.

THE DISPENSARY,

POKOU.

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NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only, and rejected communications cannot be returned. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 13, 1882.

We have recently heard a great deal about emigration to the Sandwich Islands. For reasons which we are quite unable to comprehend, our local contemporaries have been "bolstering" up in fulsome phrase scheme for populating these islands with emigrants from China, and reviling His Excellency the Governor for the action he has taken in restricting within reasonable limits the traffic in human beings between the Colony of Hongkong and the Kingdom of Hawaii. As advocates for emigration to King KALAKUA's dominions our contemporaries happily stand alone. Happily their views on the subject of emigration to the Sandwich Islands, or elsewhere, carry no weight, and cannot in any way influence those who are practically acquainted with the subject. Frothy rant, unsupported by a single item of reliable evidence, can hardly be expected to hold its own against a plain statement of facts, and the opinions of even the highest Hawaiian officials such as Mr. WILLIAM ARMSTRONG, Minister of State. In his letter to the Berlin newspaper *Berliner Zeitung*, dated August 4th, 1881, Mr. ARMSTRONG concludes as follows:—"Before people come to the conclusion to emigrate to the Hawaiian Islands, they must make a most careful calculation of their capabilities, and must expect to have to deny themselves many comforts after arrival. An appeal to the laws does not exist there. I wish that emigration to the Hawaiian Islands should be rather discouraged than encouraged, and this I declare formally and publicly." And yet even in the face of this public declaration from a responsible officer of the Hawaiian Government, who, of all men in the world, ought to know something of the matter, we find the old established journals of this Colony strongly urging upon the Government what they term the necessity for encouraging Chinese emigration through Hongkong to these islands.

As we can hardly credit that any respectable newspaper would purposely advise even Chinese workmen to leave the comparative comfort of their own country for a life of hardship and harsh treatment, we are willing to believe that our contemporaries are grossly ignorant of the actual position of emigrants in Hawaii; and yet the subject has lately been discussed in leading home journals. As our contemporaries most probably seldom read home newspapers, we may as well give them some reliable information as to the actual position of emigrants in this much belauded paradise. A telegram in the London *Times*, dated Lisbon, December 29th, says:—"Several Portuguese journals publish articles to-day calling upon the Government to take measures to regulate the emigration of the people of the Azores to the Sandwich Islands, and complaining of the manner in which the Portuguese are treated in Hawaii."

The *Voz Portuguesa*, a journal published in San Francisco, paints the treatment accorded to the Portuguese emigrants from Madeira and the Azores to Honolulu in the blackest colours. It is plainly stated that these emigrants were induced to leave their own country under false pretences.

Their treatment on arriving at Honolulu is described at length. It is stated that a few days after the arrival of the Portuguese emigrants, who, including women and children, numbered about 500, an attempt was made to coerce them into entering into new contracts of service for a period of five years in place of their original three years' engagement, and force was invoked to compel them to proceed to the plantations. They of course resisted, and a riot was the result. From the assertions made in the *Voz Portuguesa* one would imagine that the old days negro slavery had returned, only that in this instance the victims of falsehood and oppression were white-skinned natives of that nation which in olden days held one of the highest places amongst civilised Powers, and which has apparently sunk to the lowest depths of degradation. If the Portuguese Government are unable to protect their subjects from the horrors of slavery, it is high time that the present feeble form of government should give place to a republic, or the long talked of Iberian Confederation.

The following extracts will give our readers a general idea of what a haven of rest Honolulu must be for foreign emigrants:—"As soon as the vessel arrived in port, preparations were made for their landing, at the same time a new agreement was drawn out to be substituted for that which was signed by the colonists before leaving the Azores. This contract binds them for five years of perpetual imprisonment, and cancels the one previously signed. When this was done their landing commenced, and the emigrants were quarantined worse than sheep in pens. Men, women, and children are watched by an armed guard, as if they were so many convicts; they are presented with the new contract for signature, and then sent away in lots to the various plantations throughout the islands, from whence they cannot return for a period of five years. The treatment they receive is simply disgraceful, rivalling the worst episodes of the Peruvian cruelties."

The emigrants, it is stated, declined to sign the new contracts, and were subjected to harsh treatment in consequence. The above statement may be accepted as substantially correct. The Lisbon journals have taken up the matter, and no doubt the voice of public opinion will compel the Portuguese Government to take such steps as will ensure the safety and good treatment of their subjects in Honolulu. Nor is this all. If the Portuguese Government possesses one single spark of self respect, if but a remnant of its former character remains, it will demand, and that speedily, from the Hawaiian Government a satisfactory explanation and suitable amends for this gross outrage on our common humanity and international law. We believe there is no consul, or other diplomatic representative of Portugal, in the Sandwich Islands. If this be so, steps should be taken at once to have Portuguese subjects and Portuguese interests efficiently protected by the appointment of a responsible officer to represent the Government. That we have not heard the last of these gross outrages may be taken for granted; that emigration to Hawaii has received its death-blow may be regarded with some degree of confidence; and we think it will be generally acknowledged that the Government of Hongkong acted most wisely in restricting Chinese emigration to these islands, notwithstanding the abusive denunciations of the local Press.

The following notification relating to the approaching Chinese New Year, appears in the Government *Gazette*:—"Notice is hereby given that in view of the approaching Chinese New Year, the Captain Superintendent of Police has been authorized to give permission, under Ordinance 10 of 1872, for crackers to be fired under the following restrictions:—In the Districts West of the Cross Roads and of Shing Wong-street, the firing of crackers will be permitted from 4 p.m. on the 17th until 4 p.m. on the 19th February. In the Districts East of the Cross Roads and of Shing Wong-street, crackers may be fired only between the hours of 4 p.m. of the 17th and 9 p.m. of the 18th February. The Police will have strict orders to summon or arrest persons firing crackers in contravention of the foregoing restrictions. The firing of bombs is strictly prohibited."

We cannot publish the letter forwarded to us, signed "Censor." If our correspondent is under the impression that, because we may happen to differ with the views of any of our public men, the columns of this journal can be made a vehicle for a display of spiteful animus and rancorous abuse, he is labouring under an extraordinary delusion. We considered the Hon. F. Buckley Johnson wanting both in good taste and discretion in acting as he did at the meeting of the Legislative Council, and expressed ourselves in no uncertain terms to that effect. But we go no further. As a public spirited unofficial member of the Council, Mr. Johnson has shown himself quite alive to the general interests of the community, and although we have in some instances differed with the hon. member's policy, we gladly give him credit both for his conscientiousness and energy. It is not usual for a public journal to take notice of personal matters, which can have no possible interest for the public.

THE case of threatening to shoot at the Lyceum Theatre, which we noticed yesterday, has been disposed of. The man Perry, who appears to have been drunk at the time, was brought before Count di Luca, the Italian Minister, and Mr. Haas, the acting Italian Consul, this morning, and after the full circumstances in connection with the charge were entered into, the Court sentenced the prisoner to 12 days' imprisonment, and deportation; and the weapon, which is now in the hands of the Italian Minister, will be confiscated.—*Courier*.

TO-MORROW the 9th inst., says the *Courier*, there will be launched from Messrs. Boyd's Dock a second pontoon destined for the China Merchants' Company, to be placed in position at the new wharves on the property below the Associated Wharves. The first of the two pontoons is 160 feet in length, and the second, which is about to be launched, will be 100 feet long. There are other pontoons being built at the present time, but they are to be constructed of wood, and are to be fixed at the lower extremity of the C.M.S.N. Co.'s Wharves.

A RATHER serious accident occurred at the corner of Aberdeen street and Queen's Road after we went to press on Saturday. Two or three houses are in course of erection there, and the pillars supporting the verandahs in the upper flats giving way, the whole of the erection fell into the street. Three men were seriously injured, one man having his leg broken and other a collar bone fractured, besides being injured in other ways. The wounded men were conveyed to the Government Civil Hospital where they are progressing favorably. As it is stated that the plans of these buildings were prepared entirely by Chinese, we trust the authorities will order a searching examination to be made into the cause of the accident.

THE shipping community are very busy at the present time. As we had previously announced, the *Chintung* is waiting to go into dock directly the *Europe* comes out. The *Yung-ching*, is also being overhauled alongside the Old Dock. The *Fuyew* is still at Tunkadoo, and is likely to be detained there for some time the C. M. S. N. Co.'s steamer *Hae-an*, is now in Collyer's Dock, and is being lengthened 25 feet, which will make her a ship of 250 feet. The engines of the late P. & O. steamer *Bombay* are to be put into her; and although six months will nearly elapse before the alterations are completed, it is anticipated that when she is released from the dock authorities she will be one of the fastest boats on the coast.—*Courier*.

LIEUT.-COL. Charles William Thompson, late of the 58th Regt., died on Dec. 30, at Bayswater, aged sixty-four. He was the eldest son of a Peninsula and Waterloo veteran, Lieut.-Col. Thompson, of the 27th Inniskillings. The deceased was educated at Trinity College, Dublin, where he graduated B.A. in 1837. He was present at every action, assault, and skirmish which took place during the operations carried on in 1845-6 under Lieut.-Col. Hulme, and subsequently under Col. Despard, against the insurgent chiefs in the north of New Zealand, and received a medal. He was thanked in general orders by Sir Robert Nickle, commanding the force, in Australia, for "the promptitude with which he checked the insubordination among the detachments proceeding under his command to New Zealand on board the *Egmont* in April 1854."—*Overland Mail*.

THE *Army and Navy Gazette* hears that as one of the accidents of Mr. Childers' hurried action in linking regiments, that of two battalions to be linked, one distinguished corps is the fortunate possessor of a harp as a badge, which it greatly cherishes; the other battalion exults in the proud distinction of an elephant, which it refuses to resign. The question is, how can these two glorious badges be combined? It is obvious that the elephant might be represented as playing on the harp; but though the great sagacity of the animal is proverbial, there is no known precedent of such a performance, and it is even open to conjecture whether he would play on the harp with his forefoot or with his trunk. Again, the harp is bigger than the elephant, which is not according to the eternal fitness of things; but if the harp were reduced to the proportions of the elephant, it would be of nearly microscopic size, and if the elephant be enlarged to correspond with the harp, the blazon would cover the greater portion of the officers' uniform. The subject, indeed, appears full of difficulty, from whatever side it is approached.

We regret to announce the death of Mr. Bernal Osborne, which took place on January 4th, at Bestwood Lodge, the seat of the Duke of St. Albans, near Nottingham, where Mr. Osborne had been staying on a visit. The deceased gentleman was son of the late Ralph Bernal, Esq., many years member for Rochester, and the owner of the celebrated collection of articles of vertu, which was disposed of by auction after his death. He was born in 1814, was educated at the Charterhouse school, and assumed the name of Osborne by Royal license in 1844, through his marriage with the only child and heir of Sir Thomas Osborne, Bart. He was in the army, was secretary to the Admiralty from Dec. 1852 till March 1858, and became a magistrate and deputy-lieutenant for county Waterford. He was elected one of the members in the advanced Liberal interest for Wycombe in July 1851; for Middlesex in August 1847; for Dover in March 1857; was defeated at Dover at the general election in April 1859; was returned for Liskeard in August 1859; resigned his seat in June 1865; sat as one of the members for Nottingham from May 1866 to 1868; and was returned for the borough of Waterford in 1870, but he was at the bottom of the poll at the general election of February 1874. Mr. Bernal Osborne was well known in Parliament by his frequent criticism on public men and measures, characterised as much by lively sallies of wit as by a keen spirit of sarcasm.—*Overland Mail*.

THE Japanese mail steamer *Sumida Maru* went round to Aberdeen Dock this afternoon.

THE Agents (Messrs. Jardine, Matheson & Co.), inform us that the steamer *Glenfruin* left Singapore for this port yesterday, the 12th instant.

SIR Stafford Northcote, the Tory leader in the House of Commons has, according to a telegram received on Saturday afternoon, given notice of a motion to oppose the closure.

THE troopship *Tyne*, expected to arrive this evening or to-morrow, brings Captain Hewitt, R.A., and 22 non-commissioned officers and men to reinforce the battery at this station.

THE Royal Artillery are hard at work mounting the North Point Battery with 6-ton 73-inch guns, and will start to-morrow to mount the Kowloon East Battery with the same description of Ordnance.

ACCORDING to the *Courier*, the *Wycliffe*, belonging to the C. M. S. N. Company, is now alongside the Old Dock Wharf. She is to be thoroughly overhauled, and is to have a new iron deck made forward.

THE *Overland Mail* of the 6th ultimo says that "News has reached St. Petersburg of the massacre of the inhabitants of two Chinese settlements on the Kuldja frontier by Kirghese, who, having been treated with great cruelty, thus revenged themselves."

It is notified in Saturday's *Gazette* that the Opium Farm has been sold to See Sang Kai and Wan Hin Seung for one year, from the 1st March 1882 to February 28th, 1883, for the sum of \$210,000. What has become of the croakers and false prophets of our clever contemporaries?

PRINCE Pradsang, Siamese Envoy to Great Britain, attended by his suite, visited the Government establishments at Woolwich on Jan. 5, and was received by the officials. The greater part of the day was devoted to the Royal Arsenal, and the visitors took luncheon at the Royal Artillery mess.—*Overland Mail*.

AFTER recent telegrams on the subject, it can hardly be surprising to hear that the Egyptian Government has declared that the interference of foreign Powers with the internal development of Egypt is unjustifiable. If the Porte will only support his vassal in this view, the final settlement of the Eastern Question may be much nearer at hand than is generally anticipated.

THE Shanghai *Mercury* of the 8th instant states that Tso Tsung-tang arrived at Nanking and took the seals of office a couple of days ago. Our contemporary may be right; but we may state that we are in receipt of reliable private advices from Nanking of a recent date which announce that His Excellency's arrival was not expected until the end of the first Chinese moon.

LADY Hennessy will leave here to-morrow by the steamship *Trypan* for the south, on a short visit to her father, the Hon. Hugh Low, Her Majesty's Resident at Perak. We believe that H. E. the Governor will join Lady Hennessy in April, when they will proceed to England for a short sojourn, returning to this Colony next October. It is generally understood in official circles at home that Sir John Pope Hennessy will be offered a second term of governorship in Hongkong.

FIRE IN JERVOIS STREET.

The fire bell rang an alarm shortly before eight o'clock yesterday morning, indicating a fire in the Stryngpoon district. On proceeding to the spot flames were to be seen issuing from a two storied house, No. 123, Jervois-street. The ground floor of the building was occupied by the Yu Nam shop, a sort of Chinese pastry cook's establishment, the upper story being occupied by a Chinese druggist. The upper portion of the building contained a miscellaneous collection of druggist's stores, consisting of ginseng, tigers' bones, herbs, &c., &c., and we learn was insured with the Lubbock Fire Insurance Company for \$2,000. It would appear that the fire originated in the pastry cook's during the boiling of some bladder cakes for the Chinese New Year. These cakes are cooked in large iron pans filled with pea-nut oil, and it would appear that the flames from the stove communicated with the oil in the pan, and the place was instantly in a blaze. The Fire Brigade and the different engines were quickly on the spot, and the water supply being all that could be desired, immense volumes of water were quickly poured into the burning building. So well were the engines worked that in a very few minutes the fire was well under control, and all danger of its spreading had ceased to exist. The building, was, of course, partially gutted, but the actual damage done amounts to very little.

GREAT FIRE ON THE PRAYA.

About noon yesterday a dense volume of smoke was seen issuing from the godowns occupied by Messrs. Arnhold, Karberg & Co., situated behind the Blue Buildings on Praya East. The godowns it was afterwards discovered contained a large quantity of matches, camphor, cotton, and other inflammable materials, which after ignition became one vast sheet of flame. It is difficult to trace the origin of the conflagration, although various rumours, all more or less unreliable have been in circulation. On the alarm being given the members of the Fire Brigade turned out with the engines, and quickly commenced operations on the burning building. A hand engine from the Wanchai station was the first to arrive, and was soon followed by the Fire Insurance Companies' and Nos. 2 and 3 steam-engines, besides a number of manual pumps which had been at the fire in Jervois street earlier in the day. Being close to the harbour a copious supply of water was available, and the engines were quickly playing with good effect on the burning mass.

A hose was also carried through from a hydrant in Queen's-road, and a Chinese hand engine was hauled into the garden at the back of the Asile de la Sainte Enfance where it rendered effective service. Fears being entertained that the conflagration might spread to the French Home, two steamers were stationed in the Queen's-road, and everything possible was done to keep the fire within limits. Fortunately there was no wind blowing, so that everything was in favor of the firemen. Order was well kept by detachments of men from the Royal Inniskilling Fusiliers, the Gun Lascars, and the police under Capt. Deane. A body of men from the French frigate *Thetis* were also promptly on the spot, and worked most energetically. The houses adjoining the godowns were for a long time in great danger, the windows of the houses in several instances catching fire, only however to be quickly extinguished by the powerful streams of water turned on them, so that the actual fire was confined entirely to the godowns, and the backs of the small dwelling houses in front of them. These houses were tenanted by Mr. Drowes and Mrs. Snelling. The most eastern portion of the Blue Buildings was occupied on the ground floor by Inspector Adams, on the first floor by Lieutenant Barclay, the top flat being tenanted by Captain Speckley, and all of these persons sustained a considerable amount of loss by damage done to their furniture and effects by water, and in hastily removing them to places of safety. But for the inflammable nature of the contents of the godowns the well directed streams of water would have quickly extinguished the fire; but it was soon found that the utmost the firemen could do, would be to prevent its spreading, and to effect this aim all their efforts were directed. During the whole of the afternoon the engines continued playing on the flames, and about five o'clock No. 3 steamer and several of the manuals were taken off as it was considered that all danger had passed. However the other government engines and that belonging to the Fire Insurance Companies continued at work throughout the night, and it was as well that they did so, as without their assistance the repeated explosions from unconsumed match boxes might have led to disastrous results. The whole of this morning up to a late hour water was poured upon the smouldering ruins, and has been continued throughout the day. Although all danger may be said to have passed, the greatest care will have to be exercised as it is probable that the *debris* may smoulder for two or three days. One of the government fire engines, No. 2 steamer, was rendered useless through the boiler packing giving way, but all the rest of the engines worked most satisfactorily.

The buildings are entirely gutted, and the greater part of their contents destroyed. Fortunately a large quantity of matches was removed from the godowns, which no doubt lessened the chances of the fire spreading. We are informed that the goods in the godowns were covered by insurance to the extent of \$90,000, in home and local offices, and that the buildings, which are the property of the Spanish Procuration, are also partially insured.

So far as we know, no accident of any importance happened during the fire. H. E. the Governor visited the scene yesterday afternoon, and expressed his gratification at the very efficient manner in which the operations for extinguishing the fire were being conducted.

At 3 o'clock this afternoon Government Steam Engine No. 1, manual engines Nos. 6 and 7, and a steam engine from the East point sugar Refinery were still playing on the *debris* of the godowns, which now and then flickers up into flame dense volumes of smoke issuing therefrom. A number of the Fire Brigade, with 10 men from the *Thetis*, are still on duty there. 200 coolies and 6 cargo boats are employed in removing the *debris*. We hear that a large quantity of superior Old Port in casks formed part of the contents of the godowns, and efforts are being made to save it if possible, but success is very doubtful. About 8.30 last night the end wall of No. 2 godown, facing the French Convent, came down with a crash, sending up so dense a volume of smoke that for a time it was impossible to remain in the Convent garden. The superintendence and the sisters, the former of whom remained up all night, were much alarmed for the safety of the Convent. About 2.45 this morning some of the *debris* blazed up into a fierce flame, taking over an hour to extinguish it.

SPORTING NOTES.

Proceedings at the race-course this morning were again of a most interesting character, but the spectators, owing to yesterday's fires, were few and far between. A rumour was flying round that Wild Eddy had joined the band of cripples, and there may be some truth in the report, as, although last year's Champions' winner was walking in the enclosure, he was not sent on the course. It is asserted that his gallop on Saturday morning stiffened him, but remembering the trouble they had with Wild Eddy two years ago owing to very tender feet, we should imagine that if there is actually a screw loose, it may be only temporary, and caused by tenderness in his feet. A few days will satisfactorily settle the point. First Comet was again absent from exercise, but he has sufficiently recovered from his slight lameness to stand sweating, which operation was performed, on Saturday, still ponies that are in the least bit unsound should not be trusted too far; and with both Wild Eddy and First Comet under suspicion the way in the long distance races seems to be pretty well cleared for Tajmahal, strathpeffer, and Driving Cloud. Strathpeffer was the first pony sent along this morning, although Gold Bar had trotted and returned to his stable before day break. Last year's Wong-nei-cheong stakes winner went a long steady gallop with full weight up, and performed in good style. East Wind was sent a mile at full speed and carrying a light boy. This handsome racer, got over the distance in 2.13, which must under all circumstances be regarded as a fast bit of galloping, strathpeffer covered

the last mile of a long gallop at a good pace, accompanied by Ratanap and a grey subscription griffin, the old pony coming in lengths ahead at a hand canter in 2.18. Redstart galloped very smartly in his usual beautiful style, the other ponies in this team doing nothing noteworthy. Hualschan and Airlie, after trotting, were sent down the straight at a fast pace, second Violin doing similar work. Duncrobin trotted and cantered for about half an hour, and seemed all the better for his work. For the first time during the season we had the opportunity of specially observing the crack subscription griffin, Shell, favorite for the Valley stakes and German Cup, of whose prowess we have heard so much recently. Ridden by Achree—who is the heaviest of all the riding maulos—Shell was sent a gallop over the Derby distance. We do not know, of course, what weight the pony carried, but we do know that if his exhibition this morning was his true form, he does not possess a 100 to 1 chance of winning either Valley stakes or German Cup. The time—considerably over 3.40—was bad enough; but the pony's ungainly style of galloping, and the driving he required to send him along hardly stamp him the wonder his party claim him to be. Shell is said to be good enough to win the Derby, but as his connections have supported him heavily for the Valley stakes, they generously leave the Blue Riband *pro bono publico*. Mr. Grammont's pony may be even better than they say he is; he may win the whole of the subscription griffin races without being extended; he may possibly win the Champions; but we beg leave to think that he will not win a race at the meeting unless he improves about four stone on this morning's performance, and a gentleman of our acquaintance who knows something about racing has expressed his willingness to back the winner of the Derby—whatever may win—to give shell 7 lbs. over a mile and a half for a thousand dollars aside. If the owners of shell are throwing away the Derby for the sake of the Valley stakes here is an opportunity by which they can *recoup* themselves for their unexampled generosity. We should like to see Mr. Grammont's pony successful; but frankly, we think they must have made some mistake in his trial, or the pony must have been out of all form this morning. Tajmahal galloped a mile and a half very steadily, pulling hard the whole journey, shanrock took it into his head to break away from the stable, and did a little bit of steepchasing on his own account. In trying to clear the rails he nearly came to grief, smashing the bar and hanging for an instant with his hind legs over the outer fence. After a long chase, and with great difficulty he was at length secured, and afterwards trotted about four miles going sound and well. Hurricane went a mile and a half in grand form, his last quarter-mile in a shade over 30 seconds; sirocco going the same distance at similar rate of speed. Thistle and White Cloud went at a good pace for rather over a mile the subscription pony apparently going the stronger of the pair, at the pair at the finish, although running ungenerously. Lightning also galloped in grand form, but not at a fast rate. An interesting six furlong "pov" between Grey Mist and Scotch Mist ended in favor of the dark grey after a desperate struggle, in 1.40. Driving Cloud went stiding along for over two miles, almost pulling Mr. Allan out of the saddle at the finish. Mr. Henry's string were kept quiet, excepting Wild Scud and Jet, the grey cantering in his usual style, which by the way may be very effective, but is not taking to the eye. Several of Mr. Gordon's ponies were sent long sweating work. Thunder galloped three quarters of a mile and pulled up dead lame. His destination is stone-cure Island. Sunlight went a splendid gallop for a mile, covering the distance with weight up in 2.13 4-5th, which we take to be the best performance of the morning.

CANTON.

On the 27th January His Excellency the Viceroy paid a visit to the foreign men-of-war (H.B.M.'s iron-clad *Wuvern*, and a French corvette) now in port; on his departure from each war vessel a salute of three guns was fired, which in both cases was promptly responded to by an equal number of guns being discharged on board the two foreign built gunboats forming His Excellency's escort; but strange to say, His Excellency paid these visits of state in a clumsy and cumbersome manner, and the architecture, the original model of which has been fully described in ancient scriptures relating to the Deluge, and I need not now repeat its detailed description. There is a rumour afloat in Canton that negotiations are pending to sell the *Wuvern* to the Chinese, but whether to the C. M. S. N. Co., or to the Imperial Navy Department, is not easy to tell; one seems as likely as the other, however, this news should be well shaken, before taken, with a pinch of snuff; no, with a pinch of salt. I intended to write, or, to put it in plain English, *cum grano salis*.

Owing to the sensible changes recently introduced in the working of the I. M. Customs at Canton and Whampoa, vessels may now receive 24 to 48 hours' quicker despatch than formerly, thanks to the present Commissioner of Customs, and to the I. G. as well. There are some Commissioners who surround themselves, and their dignity, with a wall of unassailable red tape, seemingly building up artificial obstacles to their own work, and other people, for the sole purpose of tackling the self-created difficulties with their whole indoor and outdoor staff, and to gallantly conquer and remove them. There are other Commissioners again, who run their mill in a business-like, matter of fact style, facilitate their own work, and that of the public, and protect the interests of the Revenue as well, or perhaps a great deal better, than their more bombastic colleagues. A common sense Commissioner of Customs is a *great blessing* in any Chinese Treaty Port, and Canton now fortunately rejoices in one; may it long continue to do so!

A salt junk has been sunk recently in the river off Amherst Point, the three masts remaining above water; at night two red lights, exhibited one over the other, indicate the position, as advertised by Mr. Commissioner Woodruff. Several very acceptable improvements have also been introduced in Canton River by the chief tide surveyor and harbour master, Mr. Meade, formerly attached to the I. M. Customs at other Shanghai. There is now a tide-pole near the First Barrier Island, showing the water on the flats, which is very useful indeed; there are other tide-poles of older date on the Taishek Barrier (three, in fact), and one about a mile below the same, besides some more poles in Canton, Whampoa, shameen, &c. It seems it is less difficult in Canton River to establish and to maintain tide-poles, than in Shanghai River, where the want of one at least, somewhere between Half-way Point and Woosung Bay, has been keenly felt for years.—The Buoy lately moored on the Macao Fort Rock and the Hsienlin Rock are very useful, and the lights exhibited on them from sunset to sunrise are a decided success, and a great credit to the I. M. Customs authorities.—*Mercury*.

THE HONGKONG TELEGRAPH.

Commercial.

THIS DAY, FOUR P.M.
Business on the Stock Exchange has been temporarily suspended. Most of the prominent operators in shares and stocks are members of the Fire Brigade, and are doubtless resting after their trying exertions of yesterday and this morning. No doubt business will be briskly resumed tomorrow. The only stock which we need allude to at present is the Dock Company's, which is considerably firmer than was the case on Saturday. When we last wrote sellers were anxious to do business at 50 per cent. premium; to-day buyers vainly offer that price. No actual business has, however, been transacted. Other quotations remain nominally the same.

SHARES.
Hongkong and Shanghai Bank—120 per cent. premium, sales.
Union Insurance Society of Canton—\$1,600 per share, buyers.
China Traders' Insurance Company—\$1,600 per share.
North China Insurance—Tls. 1,175 per share.
Yangtze Insurance Association—Tls. 885 per share.
Chinese Insurance Company—\$280 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$970 per share, sales and buyers.
China Fire Insurance Company—\$297 per share, buyers.
Hongkong and Whampoa Dock Company—50 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$23 per cent. ex div. sales.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$100 per share, buyers.
China Sugar Refining Company, Limited—\$172 per share, sellers.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Hongkong Ice Company—\$130 per share.
Hongkong and China Bakery Company, Limited—\$21 per share.
Chinese Imperial Loan of 1878—11 per cent. prem. ex int.
Chinese Imperial Loan of 1881—3 per cent. prem.

ON LONDON.
Bank Bills, on demand 3/8
Bank Bills, at 30 days' sight 3/8
Bank Bills, at 4 months' sight 3/8
Credits, at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8
ON PARIS.
Bank Bills, on demand 4/6
Credits, at 4 months' sight 4/6
ON ROMANIA.—Bank, 3 days sight 220
ON CALCUTTA.—Bank, 3 days sight 220
ON SHANGHAI.
Bank, sight, 30 days' sight 72 1/2
Private, 30 days' sight 73 1/2

EXPORT CARGO.
Per *Prithi*, str., for Saigon and Marseilles—700 casks, 280 bales silk, 300 cases silk, 430 packages tea, and 583 packages sundries. For London—368 bales silk, 88 bales waste silk, 2 cases Pongees, 5 cases silk, 251 chests tea, 7491 chests tea, and 233 packages sundries.

OPPIUM MARKET.—THIS DAY.
NEW MALWA per picul, \$665
(Allowance, Tals 56.)
OLD MALWA per picul, \$705
(Allowance, Tals 56.)
PATNA (first choice) per chest, \$605
PATNA (second choice) per chest, \$602 1/2
PATNA (bottom) per chest, \$600 1/2
BENARES (without choice) per chest, \$600 1/2
BENARES (bottom) per chest, \$605
PERSIAN per picul, \$800

HONGKONG TEMPERATURE.
(From Messrs. FALCONER & Co.'s Register.)

Thermometer	Barometer	Direction of Wind	Force of Wind	State of Sky	Direction of Wind	Force of Wind	State of Sky
Thermometer—9 A.M.	30.05	W	1	B	W	1	B
Thermometer—1 P.M.	30.00	W	1	B	W	1	B
Thermometer—4 P.M.	30.00	W	1	B	W	1	B
Thermometer—7 P.M.	30.00	W	1	B	W	1	B
Thermometer—9 P.M.	30.00	W	1	B	W	1	B
Thermometer—11 P.M.	30.00	W	1	B	W	1	B
Thermometer—1 P.M.	30.00	W	1	B	W	1	B
Thermometer—4 P.M.	30.00	W	1	B	W	1	B
Thermometer—7 P.M.	30.00	W	1	B	W	1	B
Thermometer—9 P.M.	30.00	W	1	B	W	1	B
Thermometer—11 P.M.	30.00	W	1	B	W	1	B

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer	Thermometer	Direction of Wind	Force of Wind	State of Sky	Direction of Wind	Force of Wind	State of Sky
Barometer—9 A.M.	30.05	W	1	B	W	1	B
Barometer—1 P.M.	30.00	W	1	B	W	1	B
Barometer—4 P.M.	30.00	W	1	B	W	1	B
Barometer—7 P.M.	30.00	W	1	B	W	1	B
Barometer—9 P.M.	30.00	W	1	B	W	1	B
Barometer—11 P.M.	30.00	W	1	B	W	1	B
Barometer—1 P.M.	30.00	W	1	B	W	1	B
Barometer—4 P.M.	30.00	W	1	B	W	1	B
Barometer—7 P.M.	30.00	W	1	B	W	1	B
Barometer—9 P.M.	30.00	W	1	B	W	1	B
Barometer—11 P.M.	30.00	W	1	B	W	1	B

Shipping.

ARRIVALS.
Feb. 12, KEELUNG, British steamer, 918, Schultze, Canton 11th February, General.—Butterfield & Swire.
Feb. 12, DARING, British sloop, Commander Elliott, from a cruise.
Feb. 12, NINA, German steamer, 669, Redf. & Co. saigon 2nd February, General.—Ed. schell-haus & Co.
Feb. 12, NINGPO, British steamer, 761, R. Cass, Shanghai 9th February, General.—Siemens & Co.
Feb. 12, CHAMPLAIN, French corvette, Captain McDubot, Yokohama 1st Feb.
Feb. 12, LINDA, British steamer, 620, T. Lewis, Shanghai 8th February, Ballast.—Arnhold, Karberg & Co.
Feb. 12, SUMIDA MARU, Japanese str., 890, H. Hubert, Yokohama and Kobe 7th Feb. General.—Mitsui Bishi Mail S. S. Co.
Feb. 13, PHOENIX, German steamer, 769, H. T. Belhens, Wulu 7th February, Rice.—Butterfield & Swire.
Feb. 13, SINDI, French steamer, 2,150, P. Lequerre, Marseilles 8th January, Naples 10th, Port Said 14th, Ismailia 15th, Suez 16th, Aden 22nd, Colombo 29th, Galle 20th, Singapore 5th Feb. and saigon 9th, Mails and General.—Messageries Maritimes.

CLEARANCES AT THE HARBOUR OFFICE.
Ketching, British steamer, for Shanghai.
Fyen, Danish steamer, for Bangkok.
Hailong, British steamer, for Amoy.

DEPARTURES.
Feb. 11, FLY, British cargo, for a cruise.
Feb. 11, IRON DUKE, British ironclad, for a cruise.
Feb. 11, CARVSFORT, British corvette, for Plymouth.
Feb. 11, INCONSTANT, British frigate, for Plymouth.
Feb. 11, TOURMALINE, British corvette, for Plymouth.
Feb. 11, BOWEN, British steamer, for Australian Ports.
Feb. 11, DIAMANTE, British steamer, for Amoy.
Feb. 12, ACTIV, Danish steamer, for Hoihow.
Feb. 12, AJAX, British steamer, for Singapore.
Feb. 12, ANKER HEAD, British steamer, for Yokohama and San Francisco.
Feb. 12, SAN FRANCISCO, Ger. brig, for Tientsin.
Feb. 12, GLENROY, British steamer, for Singapore and London.
Feb. 12, YOUTUNG, British steamer, for Swatow.
Feb. 12, NINGPO, British steamer, for Canton.
Feb. 13, CARNARVONSHIRE, British steamer, for Yokohama and San Francisco.
Feb. 13, AMOY, British steamer, for Shanghai.
Feb. 13, MENDAN, British steamer, for Cebu.
Feb. 13, KEELUNG, British steamer, for Shanghai.
Feb. 13, HALOONG, British steamer, for Amoy.
Feb. 13, PERHO, French steamer, for saigon and Marseilles.
Feb. 12, GARIBALDI, Italian corvette, for Singapore.

PASSENGERS—ARRIVED.
Per *Phanix*, str., from Wulu.—3 Chinese.
Per *Sumida Maru*, str., from Yokohama, &c.—Dr. and Mrs. Thompson, and Rev. Mr. Pole.
Per *Avinga*, str., from Shanghai.—Messrs. Campbell, French, and Schmidt, and 47 Chinese.
Per *Nona*, str., from saigon.—10 Chinese.
Per *Sindh*, str., from Marseilles, &c.—Mr. and Mrs. Lopez de Vega and servant, Messrs. schellund, Reinhold, Heermann, Josef Ternel, and Gisbert and servant, from Marseilles, from Naples.—Mr. T. A. Fraser. From Colombo.—Mr. A. B. Speckels. From Singapore.—Mrs. Marco, Mrs. Drabot, Ursula, Sisters Angelina and Juliette, Messrs. J. Samuel, Frances, A. Paterno, Balance, Simon, Fernandez, N. Redf. & Co., Idanalis, Stevenson, and William Hoffmann. From saigon.—7 Chinese. For Shanghai.—Mr. and Mrs. Lendholm, 2 children, and servant, Mrs. Greig, Messrs. Fok, Rheders Dordex, Reid, Montgomery, Wilson, and Davey, from Marseilles. For Yokohama.—Messrs. Ayashi and Teissier, from Marseilles. From Singapore.—Mr. J. H. Wong.

DEPARTED.
Per *Phanix*, str., for saigon and Marseilles.—Mr. Launay Odric and 1 Chinese, for saigon from Hongkong. For Singapore.—Mrs. Sanches del Aguila. For Marseilles.—Messrs. schenberger, C. Gauthier, E. schultze, V. Aichberger, Inigo, and P. Vogt. From Shanghai for Port Said.—Mr. A. Xico. For Marseilles.—Mrs. L. Hopkins, Messrs. J. B. Schultz, E. Wennmahus, and Wolfen.

REPORTS.
The German steamship *Nona* reports left saigon on the 3rd February, and had very strong monsoon from leaving port to the Paracel Islands. The British steamship *Ningpo* reports left Shanghai on the 9th instant, and had moderate monsoon from port to port. Fog in Shanghai river.

The German steamship *Phanix* reports left Wulu on the 7th instant, and had strong N.E. winds all the way down, with heavy sea and cloudy air.

The Japanese steamship *Sumida Maru* reports left Yokohama and Kobe 7th February. The first part strong Westerly winds, and the latter part moderate N.E. monsoon with dull weather.

FOOCHOW SHIPPING.

ARRIVALS.

26, Hae-san, Chinese steamer, from Shanghai.
27, Wiling, British schooner, from Shanghai.
27, Kwangtung, British str., from Hongkong.
January.—
28, Appin, British steamer, for Shanghai.
29, Kwangtung, British str., for Hongkong.
31, Hae-san, Chinese steamer, for Shanghai.

DEPARTURES.

28, Appin, British steamer, for Shanghai.
29, Kwangtung, British str., for Hongkong.
31, Hae-san, Chinese steamer, for Shanghai.

VESSLS ARRIVED IN EUROPE FROM PORTS IN JAPAN AND MANILA.

(Per last Mail's Advice).
Joachim Christian.....Hongkong.....Dec. 15
Gelochory (s).....China Ports.....Dec. 15
H. Upman.....Hongkong.....Dec. 16
Harcloas (s).....Manila.....Dec. 16
Patroclus (s).....China Ports.....Dec. 16
Flours Castle (s).....Hongkong.....Dec. 16
Fitroy.....Shanghai.....Dec. 29

VESSLS EXPECTED AT HONGKONG.

(Corrected to Date).
Melbourne.....Cardiff.....Aug. 9
Morington.....Penarth.....Aug. 24
Endymion.....Tientsin.....Sept. 17
Importer.....London.....Sept. 27
Pauline.....Cardiff.....Sept. 27
Livington.....Hamburg.....Nov. 2
Henry.....Cardiff.....Nov. 3
Christine.....Cardiff.....Nov. 4
Rock Terrace.....Newport.....Nov. 5
Chait.....Cardiff.....Nov. 7
Trat d'Union.....St. Malo.....Nov. 7
Hydra.....Elbe.....Nov. 10
Baikal.....Cardiff.....Nov. 10
Euphrates (s).....London.....Nov. 12
Cora.....London.....Dec. 13
Still Water.....New York.....Dec. 14
Glennier (s).....London.....Dec. 16
Paul.....Hamburg.....Dec. 16
Fooksang (s).....Cardiff.....Dec. 20
Chi-yuen (s).....Greenock.....Dec. 23
Pham (s).....Greenock.....Dec. 23
Santor (s).....Liverpool.....Dec. 28

SHIPPING IN HONGKONG.

STEAMERS.

Jan. 22, ANTERO, British steamer, 1,644, Briggs, Japan 17th January, Coal and General.—Butterfield & Swire.
Jan. 31, ASHINGTON, British steamer, 809, Allison, Bangkok 5th January, and saigon 25th, General.—Siemens & Co.
Nov. 29, CEBU, American steamer, 373, Edgar.—Captain.
Feb. 6, CITY OF TOKIO, American steamer, 5,079, J. Maury, San Francisco 7th January, and Yokohama 31st, Mails and General.—P. M. S. S. Co.
Sept. 28, CONQUEST, British steamer, 316, Hamilton.—Shun Hang Hong.
Jan. 31, DANUBE, British steamer, 561, Clancy, Bangkok 22nd January, General.—Yuen Fat Hong.
Feb. 6, DEVONSHIRE, British steamer, 1,517, A. Purvis, San Francisco 1st January, and Yokohama, General.—Russell & Co.
Feb. 7, FEN, Danish steamer, 909, L. C. Grove, Bangkok 29th January, General.—Butterfield & Swire.
Jan. 26, GLENELG, British str., 809, Nicholson, Newcastle, via Singapore 20th December, Coal.—Order.
Feb. 10, GREYHOUND, British steamer, 226, D. Scott, Pakhoi 6th February, Hoihow 8th, and Macao 10th, General.—Adamson, Bell & Co.
Oct. 29, HONGKONG, British steamer, 67, Kennell.—Kwok Acheong & Sons.
Feb. 4, HONGKONG, British steamer, 958, J. B. Fryer, Plymouth 14th December, via Singapore, Coal and General.—Siemens & Co.
Jan. 29, HUNGARIA, Austro-Hungarian str., 1,460, G. Surli, Trieste 1st December, Bombay, Colombo, Penang, and Singapore 21st Jan. General.—Messageries Maritimes.
Feb. 5, JAPAN, British steamer, 1,865, Gardner, Calcutta 21st January, Penang 27th, and Singapore 29th, 1,895 chests Opium, 7,285 bales Cotton, 387 bales Gunnies, 500 bags saltpetre, and 490 packages sundries.—D. Sassoon, Sons & Co.
Dec. 19, JOLAND, Spanish steamer, 654, Marquis.—R. Moller.
July 7, LI TAI, Annamite steamer, 1,000, Li Ton Jack.—Captain.
Feb. 6, LENOX, British steamer, 1,327, Scott, Calcutta 21st January, Penang 27th, and Singapore 30th, General.—Jardine, Matheson & Co.
Feb. 8, MELI, Chinese steamer, 472, Nall, Canton 7th February, General.—C. M. S. N. Co.
Feb. 10, MENZELI, French steamer, 1,273, J. Homery, Yokohama 4th February, Mails and General.—Messageries Maritimes.
Feb. 6, MENDAN, Spanish steamer, 550, M. Fernandez, Manila 4th February, General.—Dunn, Melbye & Co.
Jan. 14, NANO, British steamer, 862, Westoby.—D. Lapraik & Co.
Feb. 9, NORDEN, Danish steamer, 778, J. Rasmussen, saigon and February, Rice.—Siemens & Co.
Nov. 24, SEA GULL, American steamer, 48, Hayden.—China Traders' Insurance Co.
July 7, SHUN TIP, Annamite steamer, 93, Yuen Man Fat.—Captain.
Feb. 4, SUNDI, British steamer, 1,029, J. Reeves, Yokohama via Nagasaki 27th January, Mails and General.—P. M. S. S. Co.
Feb. 11, THALES, British steamer, 820, T. G. Pocock, Foochow 7th February, Amoy 8th, and Swatow 10th, General.—D. Lapraik & Co.

SAILING VESSELS.

Feb. 2, ADAM M. SIMPSON, American ship, 1,467, A. Collier, Yokohama 24th January, Ballast.—Master.
Jan. 14, ADOLPH, German bark, 858, Mahr.—Arnhold, Karberg & Co.
Jan. 9, ALDEN BLESS, American bark, 842, Noyes.—Rozario & Co.
Jan. 21, ANDROMEDA, German ship, 1,879, Schapper.—Order.
Feb. 10, BRAZOS, American ship, 917, J. Williams, Cardiff 13th September, Coal.—Messageries Maritimes.
Jan. 21, AUGUST, French bark, 869, A. Bernand, Cardiff 8th September, Coal.—Order.
Feb. 11, BENEDICTA, German schooner, 247, J. P. Jensen, Whampoa 10th February, General.—Wieler & Co.
Feb. 1, BODIL, German bark, 564, J. E. Haeke, Hamburg 20th September, General.—Siemens & Co.
Nov. 21, BLUE JACKET, Amer. ship, 1,396, Percival.—Russell & Co.
Feb. 11, CASHMERE, American bark, 936, J. C. Callamore, saigon 5th January, Timber.—Tan Tye & Co.
Dec. 22, C. REDMAN, Amer. bark, 598, Elliott.—Master.
Jan. 1, COLOMA, Amer. bark, 853, C. M. Noyes.—Rozario & Co.
Jan. 12, DELPHIN, German schooner, 288, Lillenthal.—Melchers & Co.
Jan. 26, EDWIN REED, American bark, 1,178, J. B. Gilmore, Cardiff 21st August, Coal.—Order.
Jan. 31, ELISE, German bark, 513, Bruhn, Whampoa 30th January.—Order.
Jan. 23, FRIEDRICH, German bark, 595, H. Spaten, Singapore 14th December, Timber.—Siemens & Co.
Jan. 28, FRITZ, German ship, 1,420, F. F. Lankevic, Cardiff 9th August, Coals.—Melchers & Co.
Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley.—Order.
Jan. 16, HINDOSTAN, British ship, 1,479, J. Bal-yea.—Russell & Co.
Jan. 29, IMPORTER, American ship, 1,260, Allyne, Cardiff 2nd October, Coal.—Messageries Maritimes.
Jan. 21, J. PACKET, British bark, 674, Hansson.—Russell & Co.
Jan. 4, LAUREL, British bark, 639, Grassam.—Order.
Feb. 11, LUCIA, British bark, 640, Crawley, Liverpool 21st October, Coal.—Adamson, Bell & Co.
Feb. 7, MARGARETHE, German ship, 1,228, C. Poppe, Cardiff 4th September, Coal.—Order.
Jan. 9, MARIE, German ship, 1,218, Schildt.—Master.
Jan. 26, MARY WHITIDGE, American ship, 810, Geo. Freeman, New York 17th August, Petroleum.—Order.
Jan. 27, MINERVA, German brig, 218, P. Duhamel, Labuan 1st January, Wood and Rattans.—Melchers & Co.
Feb. 2, NELLIE M. SLADE, American barkentine, 561, D. Gould, Newcastle 7th December, Coal.—Melchers & Co.
Nov. 25, NICOLAUS, Amer. bark, 589, Galey.—Russell & Co.
Feb. 7, NORSEMAN, siamese ship, 711, Murray, Bangkok 30th October, General.—Chinese.
Jan. 14, ONEIDA, American ship, 1,120, Carver.—Adamson, Bell & Co.
Dec. 8, PANAY, American ship, 1,190.—Adamson, Bell & Co.
Jan. 14, PEARL, American bark, 576, R. Howes.—Russell & Co.
Jan. 4, RAVEN, German ship, 343, Veal.—Ed. Schellhaus & Co.
Feb. 2, R. P. CLAYTON, American bark, 240, Thomas Davies, Laguianao 23rd Dec.—Cosmopolitan Dock Co.
Dec. 2, RINGLEADER, Amer. ship, 1,183, Erby.—Order.
Nov. 14, SPARTAN, American schooner, 81, Vincent.—W. H. Ray.

HONGKONG—SAILING VESSELS.

(Continued).

Nov. 17, SPIRIT OF THE AGE, British bark, 347, Williams.—Vogel & Co.
Jan. 26, SUMATRA, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber.—Hongkong and Whampoa Dock Co.
Oct. 8, SYRRA, American ship, 875, Brown.—Russell & Co.
Jan. 25, TACUMSHI, American ship, 1,309, E. Lincoln, Cardiff 27th July, Coal.—Borneo Co., Limited.
Feb. 6, THREE BROTHERS, British bark, 366, T. Kahle, Swatow 5th February, Ballast.—Chinese.
Sept. 27, TWILIGHT, American ship, 1,303, Warland.—Russell & Co.
Jan. 31, VALPARAISO, German bark, 486, F. Meyer, Hamburg 17th July, General.—Melchers & Co.
Wakenfield, American bark, 807, Crowell.—Captain.
Jan. 9, W. J. ROTCH, American ship, 1,703, Bruy.—Russell & Co.

CANTON.

Feb. 10, KAMCHATKA, Chinese steamer, 703, P. Hussey, Shanghai 7th February, General.—C. M. S. N. Co.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston.—Butterfield & Swire.
Kin-kiang, British steamer, 617, T. Benning.—Hongkong, Canton, and Macao steam-boat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiung-chow, British steamer, 159, Goggins.—Kwok Acheong & Sons.
Powan, British steamer, 1,890, A. Benning.—Hongkong, Canton, and Macao steam-boat Co.
Spark, British steamer, British, 140, Hayland.—Hongkong, Canton, and Macao steam-boat Co.
White Cloud, British steamer, 280, Cary.—Hongkong, Canton, and Macao steam-boat Co.
Yot-sai, British steamer, 180, McDougall.—Kwok Acheong & Sons.

AMOI.

In Port on 8th February, 1882.

Assens, Danish bark, 255 (Vandel)—H. A. Petersen & Co.
August, British 3-m. schooner, 255 (Thompson)—Boyd & Co.
Chloris, German bark, 334 (Matten)—H. A. Petersen & Co.
Emily, British brig, 295 (Crichton)—H. A. Petersen & Co.
Helena, German bark, 263 (Thomson)—H. A. Petersen & Co.
Queen of India, British bark, 389 (J. Manley)—Order.
Velox, Dutch bark, 240 (Wilkins)—H. A. Petersen & Co.

FOOCHOW.

In Port on 7th February, 1882.

Hilda, British bark, 350, Kruse, Chefoo 10th January.—Chinese.
Oscar Vidal, British bark, 295 (Richter)—Chinese.
Willie, British schooner, 274 (Badenoch)—Chinese.

SHANGHAI.

In Port on 8th February, 1882.

Alex. Newton, British bark, 308 (Newton)—Morris & Co.
Batavia, British bark, 774 (Jenkins)—Nils Moller. Charley, British bark, 359 (Ray)—Nils Moller. Chinghai, British bark, 472 (Schulze)—J. W. Muller & Co.
Edward Harrow, British bark, 958 (Peech)—Melchers & Co.
Empress, British bark, 390 (Lass)—Nils Moller. Isle of Hute, British bark, 929 (McAvoy)—Melchers & Co.
J. Nicholson, British ship, 685 (Campbell)—Melchers & Co.
John Trahey, British bark, 1,147 (Ryan)—C. & J. Trading Co.
Lee-yih, British bark, 219 (Hankinson)—Morris & Co.
M. Nattenbohm, American ship, 1,168 (Naim)—C. & J. Trading Co.
Perle, German bark, 405 (Klyhn)—Carlowitz & Co.
Satsuma, British bark, 364 (Cargill)—Morris & Co.
Solidor, British bark, 241 (Danielson)—Nils Moller.
W. Siegfried, British bark, 393 (Hansen)—Nils Moller.

NAGASAKI.

In Port on 28th January, 1882.

Artemisia, British bark, 332 (McFarlane)—Holme, Ringer & Co.
Argos, British brig, 210.—Captain.
Brenda, British brig, 291 (Swansen)—Holme, Ringer & Co.

YOKOHAMA.

In Port on 28th January, 1882.

Ada Melmore, British brig, 569 (Sewell)—A. Reimers & Co.
Adde, Russian schooner, 42 (Gouldes)—F. Retz. Alexander, American schooner, 72 (Carlson)—Captain.
Alice, French bark, 450 (Seule)—A. Reimers & Co.
A. Cashman, American schooner, 51 (Tibbey)—Captain.
Diana, American schooner, 64 (Peterson)—Captain.
Helena, American schooner, 60 (Ewal)—Captain.
Jane Spott, British bark, 669 (Hughes)—A. Reimers & Co.
Kiwa, Russian schooner, 113 (Johnstone)—Captain.
May, British schooner, 236 (Charles Grant)—P. M. Co.
M. C. Bohm, German schooner, 80 (Bande)—P. Bohm.
North Star, Russian schooner, 38 (Ridderhjelle)—Captain.
Ohude, American schooner, 72 (Wilson)—Captain.
Oton, American schooner, 52 (Snow)—Captain.
Osigo, American schooner, 36 (Pearce)—Captain.
Otter, American schooner, 70 (Littlejohn)—Captain.
Peiho, German bark, 433 (Lameken)—P. Bohm.
Pioneer, American schooner, 54 (Wilson)—W. Copeland.
Wandering Jew, American ship, 1737 (Talpey)—P. M. Co.

MANILA.

In Port on 7th February, 1882.

Clifton, British bark, 252.—Captain.
Hindoo, German bark, 347.—Captain.
Maria Anna, Ger. ship, 1206.—Captain.
Meta, German ship, 1332.—Captain.
Minerva, Spanish bark, 637.—Captain.
Mokawa, German bark, 685.—Captain.
Paul Jones, American ship, 1358.—Captain.
Resant, French schooner.—Captain.
Remus, British bark, 737.—Captain.
Samar, American ship, 1110.—Captain.
Weser, German bark, 916.—Captain.
Wrecker, American schooner, 55.—Captain.

Markets.

REPORTED BY CHINESE FIRMS AND CORRECTED TO DATE.

American Drills, 30 yards, per piece \$3.50 to 3.10
American Drills, 15 lbs., per piece \$3.50 to 3.05
Cotton Yarn, No. 16 to 21, per 400 lbs. \$28.50 to 29.00
Cotton Yarn, No. 25 to 31, per 400 lbs. \$28.00 to 28.50
Cotton Yarn, No. 35 to 41, per 400 lbs. \$27.50 to 28.00
Cotton Yarn, Bombay \$27.50 to 28.00
China, per piece \$3.50 to 3.10
Dyed Spun Shirlings, per piece \$3.50 to 3.10
Dyed Throates Shirlings, per piece \$3.50 to 3.10
Dyed Damask Shirlings, per piece \$3.50 to 3.10
English Drills, 30 yards, per piece \$3.50 to 3.10
English Drills, 15 lbs., per piece \$3.50 to 3.10
English Drills, 12 lbs., per piece \$3.50 to 3.10
Grey Shirlings, 12 lbs., per piece \$3.50 to 3.10
Grey Shirlings, 10 lbs., per piece \$3.50 to 3.10
Grey Shirlings, 8 lbs., per piece \$3.50 to 3.10
Grey Shirlings, 6 lbs., per piece \$3.50 to 3.10
Grey Shirlings, 4 lbs., per piece \$3.50 to 3.10
Grey T. Cloth, 24 yds. & 32 yds. 6 lbs., per piece \$3.50 to 3.10
Grey T. Cloth, 24 yds. & 32 yds. 7 lbs., per piece \$3.50 to